AMENDMENTS TO THE SPECIFICATION

On page 1, line 1, please insert the following paragraph.

-- The present application claims priority based on Japanese Patent Application No. 2003-101004, filed April 4, 2003, the entirety of which is incorporated herein by reference. --

Please replace paragraph [0007] with the following rewritten paragraph.

-- [0007] wherein the coating rubber of at least the extension portions of the belt cover ply is formed of rubber having a tan delta at a temperature of 60 °C ~~.degree. C.~~ that is equal to or less than 0.1, and a ratio h/SH of a tire radial-direction length h between edges of the extension portions and the edges of the belt ply having the maximum belt width to a tire section height SH is equal to or less than 1.5/100. --

Please replace paragraph [0008] with the following rewritten paragraph.

-- [0008] As described above, the coating rubber of the extension portions of the belt cover ply is formed of rubber having a tan delta at a temperature of 60 °C ~~.degree. C.~~ that is equal to or less than 0.1, and the tire radial-direction length h between the edges of the extension portions and belt ply having a maximum belt width is small as mentioned above, thereby moderating heat generated in the shoulder portions by deformation repeatedly received during rolling of the tire; a loss in energy can, therefore, be reduced, and rolling resistance can be improved. --

Please replace paragraph [0011] with the following rewritten paragraph.

-- [0011] wherein the coating rubber of at least the belt cover extension sections of the belt cover ply is formed of rubber having a tan delta at a temperature of 60°C ~~.degree. C.~~ that

is equal to or less than 0.1, and a ratio h/SH of a tire radial-direction length h between outer edges of the belt cover extension sections and the edges of the belt ply having the maximum belt width to a tire section height SH is equal to or less than 1.5/100. --

Please replace paragraph [0025] with the following rewritten paragraph.

-- [0025] Provided radially outwardly of the belt plies 5 is a belt cover ply 8 having reinforcing cords f formed from an organic fiber cord such as a nylon cord. The reinforcing cords f, which extend in the circumferential direction of the tire, are arranged in the widthwise direction of the tire, and covered with coating rubber r. The belt cover ply 8 extends beyond the edges B of the first belt ply 5A and has extension portions 9 which extend at least 10 mm (length measured parallel to the axial direction of the tire) therefrom in the axial direction of the tire. The extension portions 9 are disposed on the belt edge cushion rubber layers 7. The coating rubber r located in at least the extension portions 9 of the belt cover ply 8 is formed of rubber having a tan delta at a temperature of 60 °C ~~.degree. C~~ that is equal to or less than 0.1. --

Please replace paragraph [0030] with the following rewritten paragraph.

-- [0030] According to the present invention described above, the coating rubber r of the extension portions 9 of the belt cover ply 8 is formed of rubber having a tan delta at a temperature of 60 °C ~~.degree. C.~~ that is equal to or less than 0.1, and the tire radial-direction length h between the edges A of the extension portions 9 and the edges B of the first belt ply 5A is small as described above, thereby moderating heat generated in the shoulder portions 1S by deformation repeatedly received during rolling of the tire, and reducing a loss in energy; therefore, rolling resistance can be improved. --

Please replace paragraph [0038] with the following rewritten paragraph.

-- [0038] In the belt cover ply 8', at least the coating rubber of the belt cover extension sections 8'Y is formed of rubber having a tan delta at a temperature of 60°C ~~.degree. C~~ that is equal to or less than 0.1. The ratio h/SH of the tire radial-direction length h, measured parallel to the radial direction of the tire, between the outer edges Y of the belt cover extension sections 8'Y and the edges B of the first belt ply 5A to the tire section height SH is expressed by $h/SH \leqq 1.5/100$. --

Please replace paragraph [0044] with the following rewritten paragraph.

-- [0044] In the present invention, rubber having a tan delta at a temperature of 60°C ~~.degree. C.~~ that is 25% lower or more than that of the rubber constituting the cap tread rubber layer 11 is preferably used as the rubber constituting the belt edge cushion rubber layers 7, under tread rubber layer 10 and wing chip rubber layers 12. It is preferable in terms of further improvement in rolling resistance that the tan delta at a temperature of 60°C ~~.degree. C.~~ of the rubber used therefor be equal to or less than 0.15. More preferably, the tan delta is equal to or less than 0.10. The lower limit of the tan delta is desirably 0.01 from the viewpoint of compatibility between strength and durability. --

Please replace paragraph [0054] with the following rewritten paragraph.

-- [0054] In the present invention, the tan delta at a temperature of 60°C ~~.degree. C.~~ is measured under conditions of an initial strain of 10±2%, frequency of 20Hz, and an atmospheric temperature of 60°C, ~~.degree. C.,~~ using a visco-elastic spectrometer made by TOYO SEIKI SEISAKUSYO CO. Ld. --

Please replace paragraph [0056] with the following rewritten paragraph.

-- [0056] Prepared were test tires according to the present invention tire 1, comparison tires 1 and 2, and conventional tire, each having a tire size of 205/55R16 and a tire construction of FIG. 6, in which the tan delta at a temperature of 60 °C ~~.degree. C.~~ of coating rubber of the belt cover extension sections, the ratio h/SH of the tire radial-direction length h to the tire section height SH, and the tire axial-direction length of the parts of the belt cover extension sections extending from the edges of the first belt ply were as shown in Table 1. --

Please replace paragraph [0057] with the following rewritten paragraph.

-- [0057] In each test tire, the intersection C' of a normal line M drawn to the outer carcass ply from the edge C of the cap tread rubber layer with the carcass ply was located outwardly of the intersection Y' of a normal line N drawn to the outer carcass ply from the edge Y of the belt cover extension section with the carcass ply in the tire widthwise direction. Rubber the tan delta at a temperature of 60 °C ~~.degree. C.~~ of which was 0.2 was used as the rubber of the under tread rubber layer and wing chip rubber layer. The belt cover ply including the belt cover extension sections was structured such that strip members having nylon cords covered with rubber were adjacently wound with one edge of a strip member being butted against the other edge thereof to have a single layer. --

Please replace paragraph [0062] with the following rewritten paragraph.

-- [0062] Prepared were test tires according to the present invention tires 2 to 6, in each of which the tire construction, the tan delta at a temperature of 60 °C ~~.degree. C.~~ of coating rubber of the belt cover extension sections or the extension portions of the belt cover ply, the ratio h/SH, the length y, the position of the intersections C', and the tan delta at a temperature of 60 °C ~~.degree. C.~~ of rubber of the under tread rubber layer, wing chip rubber layer and belt edge cushion rubber layer were as shown in Table 2, each having the same tire size as in Example 1. --

Please replace paragraph [0067] with the following rewritten paragraph.

-- [0067] The present invention tire 5 in which the tan delta at a temperature of 60°C ~~.degree. C.~~ of rubber of the under tread layer, wing chip rubber layers and belt edge cushion rubber layers is lowered to be 0.13, can improve rolling resistance further than the present invention tire 4 having the same structure except that the tan delta is 0.2.